



I-95 CORRIDOR
COALITION

Role of the I-95 Corridor Coalition in Freight Emissions Reduction

Southeast Diesel Collaborative

4th Annual Partners Meeting

June 16, 2009

Marygrace Parker

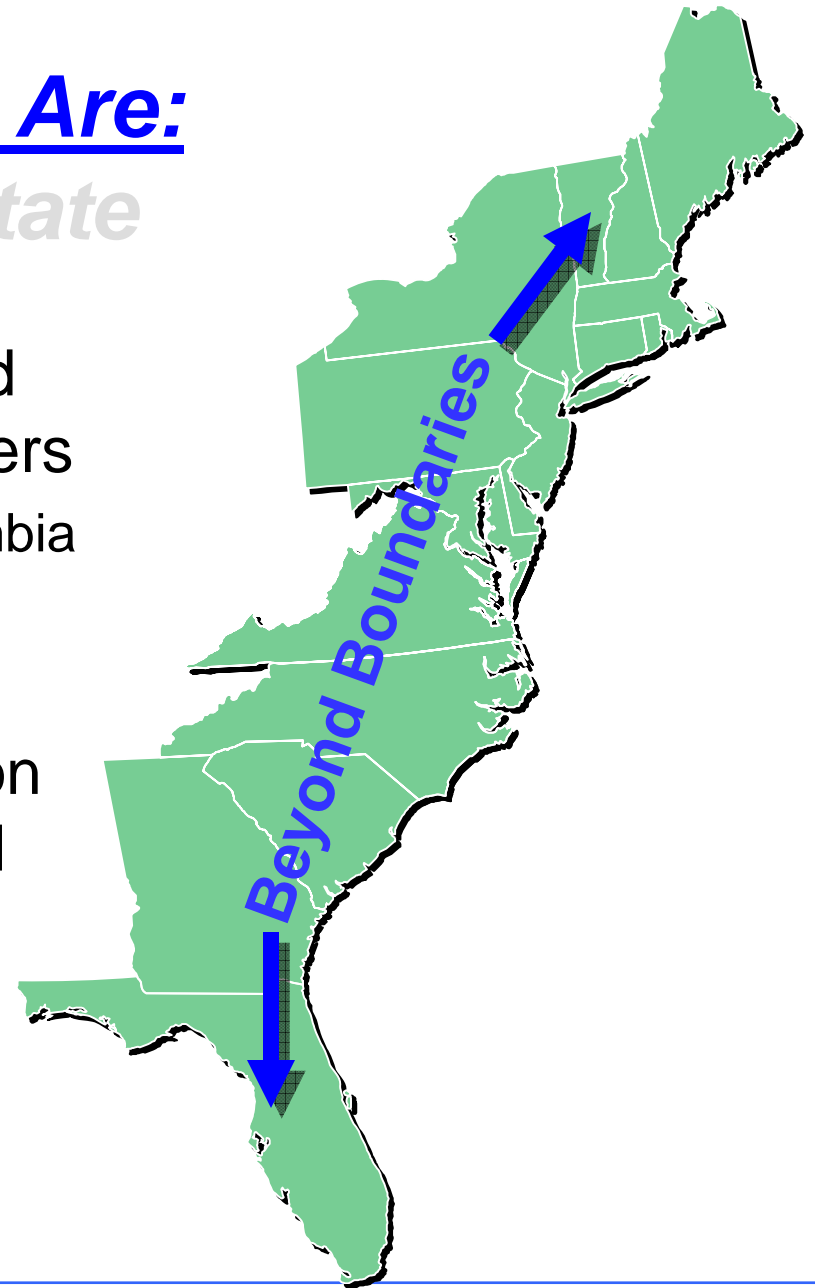
Program Coordinator, Freight Mobility, Safety & Security

I-95 Corridor Coalition



Who We Are: *Multi-State*

- An alliance of transportation and related agencies and stakeholders
 - 16 States and the District of Columbia
- A forum for communication, coordination and collaboration on transportation management and operations issues since 1992





Who We Are: *Multi-Disciplinary*

**Public Agency:
Federal, State, Regional, Local**

Port/Toll Authorities

Railroads

I-95 Corridor Coalition

Planning/Operations

Trucking

**Public Safety/
Law Enforcement**



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I-95 Corridor Coalition Membership

State & Local DOT's

Connecticut
 Delaware
 District of Columbia
 Florida
 Georgia
 Maine
 Maryland
 Massachusetts
 New Hampshire
 New Jersey
 New York City
 New York
 North Carolina
 Pennsylvania
 Rhode Island
 South Carolina
 Vermont
 Virginia

Transportation Authorities

Delaware River & Bay Authority
 Delaware River Jt Toll Bridge Comm.
 Delaware River Port Authority
 Federal Highway Administration
 Federal Maritime Administration
 Federal Motor Carrier Safety Admin.
 Federal Railroad Administration
 Federal Transit Administration
 Maine Turnpike Authority
 Maryland Transportation Authority
 Massachusetts Turnpike Authority
 Metropolitan Transportation Authority
 MTA Bridges & Tunnels
 New Jersey Transit
 New Jersey Turnpike Authority
 New York State Thruway Authority
 Pennsylvania Turnpike Commission
 Port Authority of NY& NJ
 South Jersey Transportation Authority

Related Organizations

AAA Foundation for Traffic Safety
 American Assoc. of MVA
 American Bus Association
 American Public Transp. Assoc.
 American Trucking Assn's
 Amtrak
 Association of American Railroads
 Baltimore Metropolitan Council
 Coalition of NE Governors
 Delaware Valley Reg'l Planning
 E-ZPass Interagency Group
 High Speed Ground Transp. Assoc.
 Intermodal Assn of NA
 IBTTA
 ITS AMERICA
 National Capital Region TPB
 National Industrial Transp. League
 National Private Truck Council
 New York Metropolitan Transp Council
 Niagara Int'l Trans Tech Coalition
 North Jersey Transp. Planning Auth.
 Seaport Advisory Council (MA)
 Towing & Recovery Assn of America
 TRANSCOM

Full Members

Related Organizations

Georgia Regional Transp Auth.
 Governors Highway Safety Assn.
 Greater Bridgeport (CT) Transit Auth.
 New Brunswick (Canada) DOT
 New York State Bridge Authority
 Quebec Ministry of Transport

Associate Members

Affiliate Members



Who We Are: *Multi-Modal*

System:

- 1,919 miles of I-95
- 40,000 National Highway System miles
- 22,000 miles of Class I rail mileage
- 46 major seaports
- 103 commercial airports

Regional Composition:

- \$4.5 trillion economy (40% of US GDP)
- 21% of nation's road miles; 35% of nation's VMT
- **5.3 billion tons of freight shipments annually**





What We Do

- Add value to member agency programs
- Leverage resources
- Assist agencies in coordinated deployments
- Serve as neutral forum and honest broker
- Promote:
 - Communication
 - Coordination
 - Cooperation
 - Consensus



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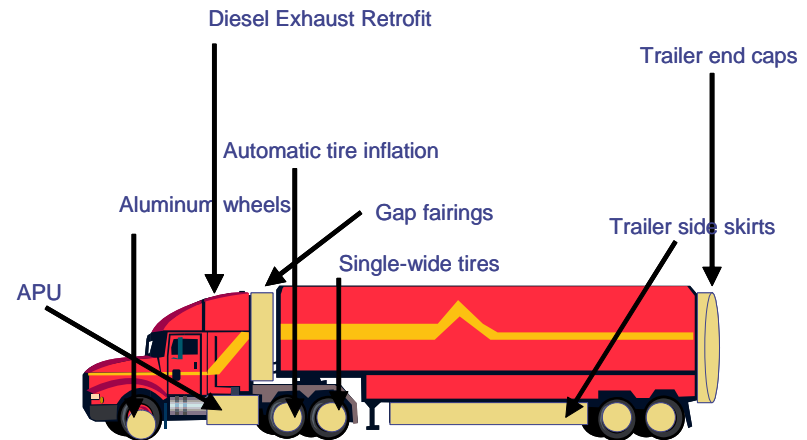
Freight Emissions Reduction Initiative: Goal

Develop, adopt, and implement an action plan for reducing truck emissions and fuel consumption in the I-95 Corridor Coalition region



I-95 Corridor Emissions Impacts

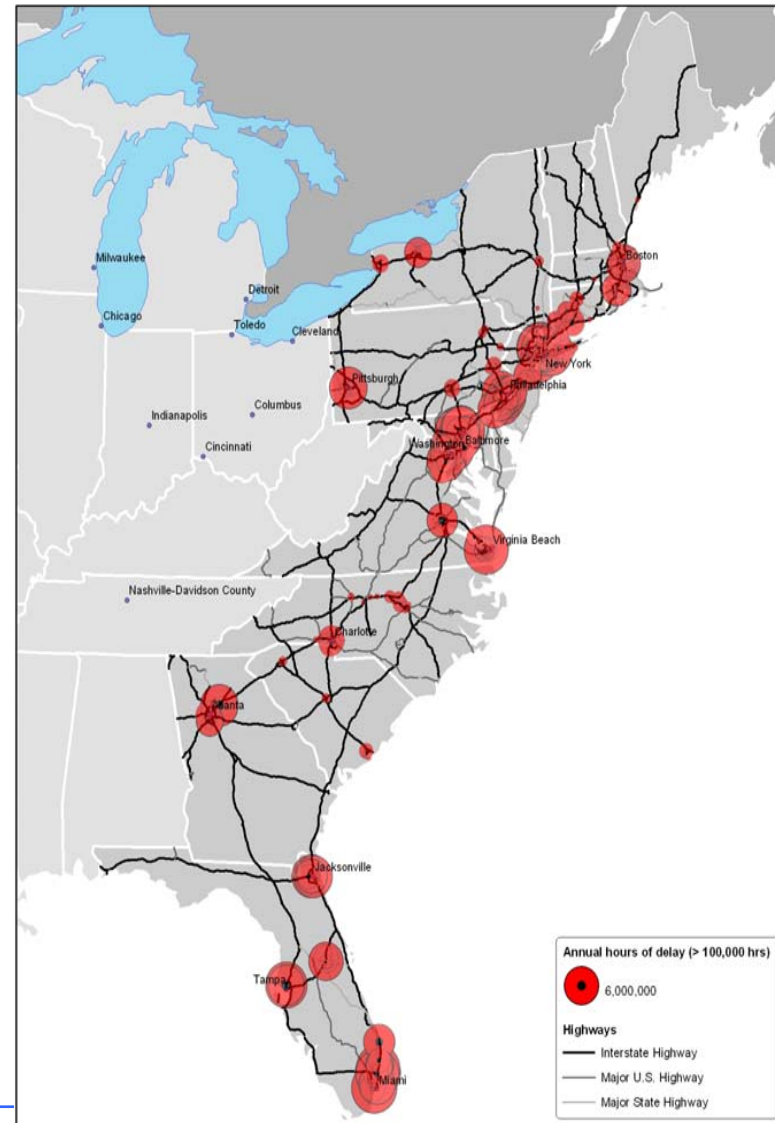
- Approximately **one third** of the nation's truck tractors are registered in Coalition states
- Upgrading **30,000 trucks** (less than 2%) could save annually:
 - **625 tons** of diesel particulate matter per year
 - **22,500 tons** of NO_x
 - **68,181 metric tons** of carbon dioxide
 - **\$450 million** in fuel savings





Region has many significant truck bottlenecks

Contributing to
significant idling,
emissions....





Coalition Freight Emissions Reduction Initiative

Background:

In 2006/07, EPA/FHWA HQ staff approached I-95CC to discuss facilitating interest in corridor in Smartway initiatives, in particular diesel emissions retrofit programs

- Presentations made to members through I-95/EPA/FHWA hosted webcast raised significant interest among Coalition stakeholders

Result:

Project proposed as Intermodal Committee work plan initiative in F/Y 2007

- Funding: \$100,000+
- Based on input from EPA and FHWA related stakeholders
- Submitted and approved in Coalition work plan



Freight Emissions Reduction Initiative: Identified Potential Opportunities for Collaboration

- Bring together representatives from various offices within state DOTs and Metropolitan Planning Organizations (MPOs) and state environmental staff that may not normally interact:
 - Discuss mutually-agreeable priorities for agency work to address air quality & transportation challenges
 - Fold these priorities into ongoing decision-making and into projects as they get shaped and implemented
 - Seek funding for projects, or agree to co-fund, as applicable
- Assess and address institutional issues that might arise in programs
 - Who is eligible to participate in an agency's initiative
 - Are they in the "right" jurisdiction
 - i.e. jurisdictional registration as requirement



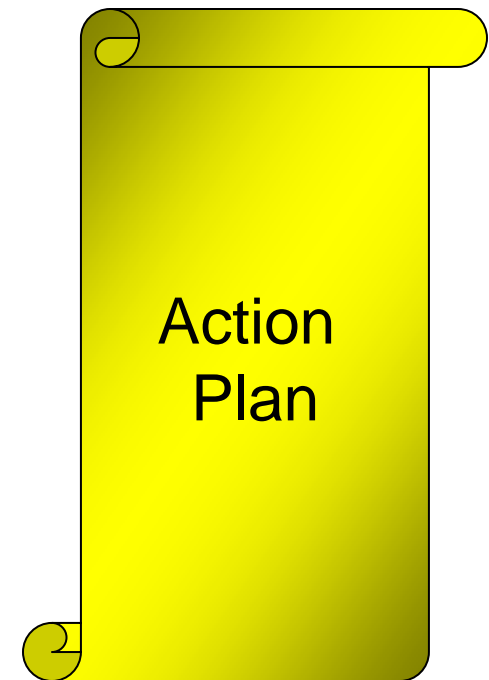
Freight Emissions Reduction Initiative: Identified Potential Opportunities for Collaboration

- Help public agencies in the Coalition region forge “Smartway” partnerships with private sector freight operators and their representatives
- Assess/purse possibility of multi-state SIB or other institutional funding mechanism for diesel retrofit corridor
 - i.e. multi-state infrastructure bank meets regional “Cascade Sierra - type” solution



Freight Emissions Reduction Initiative: Anticipated Outcomes

- Goal:
 - Reduced fuel consumption and emissions
- Action plan concept:
 - Reflect consensus around workable regional solutions to the emissions and fuel consumption problems;
 - Define roles and responsibilities for implementing these solutions across jurisdictional boundaries in the corridor; and
 - Helps focus EPA's regional approach on a corridor level





What Happened Next?

- Coalition began dialogue with regional diesel collaborative groups
 - Met with EPA and other groups to discuss financial models that might apply
 - Participated in briefings with NEDC
 - Primarily due to strong support from EPA staff and regional MPO interest in Northeast
 - Funding issues appeared to prohibit agency interest in initiating an activity – interest but no action
 - “Rumors” of DERA funding slowed interest in agencies starting regional effort until program announced



What Happened Next?

- ARRA
 - Agencies, already staff constrained, “tunneled in” to focus on ARRA stimulus request
- DERA announced!
 - With DERA announcement some agencies went “underground” and/or were not communicative on subject of regional approach
 - Agencies were already staff and time constrained working on ARRA
 - “not enough time!”
 - “not enough staff”
 - Some agencies were reluctant to focus on a regional initiative until they developed an agency specific concept
 - Some agencies expressed regret and intention to pursue Round 2 DERA funding if released
 - Including interest in leading a multi-jurisdictional approach to a grant submission
 - “Short” timeframe for applications allotted



Where Do We Go Next?

- Coalition Intermodal Committee considering sponsoring webcast “summit” for August/early September to follow up on agency efforts under DERA
 - Invite agencies who have submitted selected or declined DERA applications to present their program approaches
 - Discuss interest/potential for those agencies to “invite in” other jurisdictions in region and/or leverage program concepts to expand programs and/or participate in future grant applications
- Consult with EPA and three I-95 Corridor Regional Collaborative groups
 - To identify how a multi-state coalition of DOTs, MPO’s, port authorities and others may help them advance program efficiencies and/or leverage investments
 - Educate Coalition stakeholders in opportunities for “round 2” DERA funding



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THANK YOU!

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