



## **MEETING SUMMARY**

### **Regional Freight Advisory Committee and DFW Clean Cities Joint Meeting North Central Texas Council of Governments February 13, 2018 12:30 pm-2:00 pm**

The Regional Freight Advisory Committee (RFAC) convened at 12:30 p.m. on February 13, 2018, at NCTCOG Offices.

#### **Attendees**

Alexis Ackel, NCTCOG  
Pat Acker, Halff Associates  
Jason Brown, NCTCOG  
Lori Clark, NCTCOG  
Rich Doarn, Bimbo Inc.  
Huong Duong, NCTCOG  
Reza Farzaneh, Texas Transportation  
Institute  
Ken Gathright, Port of Houston  
Jose Grimaldo, University of North Texas  
Dan Harbeke, Union Pacific Railroad  
Jeff Hathcock, NCTCOG  
Amy Hodges, NCTCOG  
Georgi Ann Jasenovec, Federal Highway  
Administration  
Mike Johnson, NCTCOG  
Sharareh Kermanshachi, University of  
Texas Arlington  
Lisa Key, NCTCOG  
Fazal Ali Khan, Midlink Group  
Gus Khankarli, University of Texas  
Arlington  
Chris Klaus, NCTCOG  
Dan Lamers, NCTCOG  
Caroline Mays, Texas Department of  
Transportation  
Bailey Muller, NCTCOG  
Eric Pratt, NTEAA  
Jolanda Prozzi, Texas Transportation  
Institute  
Mohammed Quadeer, Texas Department  
of Transportation

Linda Pavlik, Pavlik and Associates  
Allix Philbrick, NCTCOG  
Mark Rhea, Frozen Food Express  
Allan Rutter, Texas Transportation Institute  
Seyed Mohsen Shahandashti, University of  
Texas Arlington  
Lauren Trimble, Dallas County  
Jon Unger, NCTCOG  
Casey Wells, Texas Department of  
Transportation

#### **Meeting Summary Outline**

1. Welcome/Previous Meeting Recap
2. Funding Opportunities
3. Port of Houston Clean Technologies
4. Idling-Reduction Technology
5. Mobility 2045 Update
6. General Discussion/Announcement

**1. Welcome/Previous Meeting Recap, Jeff Hathcock, NCTCOG**

Jeff Hathcock opened the meeting with a brief recap of the November 17, 2017, meeting highlighting the projects associated with the 2017 Infrastructure for Rebuilding America (Infra) Grant Project Submittal.

**2. Funding Opportunities, Allix Phibrick, NCTCOG**

Allix Philbrick presented the Funding Opportunities for Vehicle and Fueling Infrastructure Projects Texas. Funding opportunities are available through the Texas Emissions Reduction Program (TERP) which supports the increased use of alternative fuels and advanced technologies that reduce Nitrogen Oxides (NO<sub>x</sub>). She noted that since 2001, TERP has reduced over 171,495 Tons NO<sub>x</sub>. The various programs and eligible activities were outlined with emphasis on the applicable funding thresholds for medium- and heavy-duty vehicles. TERP also administers the Alternative Fueling Facilities Program for alternative fuel infrastructure funding.

A portion of the funding for these grants was made available through the settlement fund between the US Environmental Protection Agency (EPA) and the Volkswagen Diesel Emissions Environmental Mitigation Trust. To date, the Volkswagen settlement has distributed \$14.7 Billion with \$209 Million administered by the Texas Commission on Environmental Quality (TCEQ), for projects that reduce NO<sub>x</sub>. The TCEQ is accepting comments on the Environmental Mitigation Plan and a link has been posted on the Air Quality web page.

**3. Port of Houston Clean Technologies, Ken Gathright, Port of Houston**

Ken Gathright, Environmental Compliance Coordinator for Port Houston, presented strategies and initiatives by Port Houston in accordance with the Port Houston Authority (PHA) Clean Air Strategy Plan (CASP). The Plan “is aimed at reducing emissions from ocean going vessels, harbor vessels, cargo handling equipment, locomotives, and drayage trucks.” The air quality zone includes the Houston-Galveston-Brazoria area.

Port Houston operates eight facilities in the Houston Ship Channel including Barbour's Cut and Bayport container terminals. In 2016, these terminals accounted for 1,208,226 truck trips by 622 different trucking companies. In addition to emissions from freight trucks, cargo vessels and heavy-duty equipment operations contribute to the air quality Nonattainment status for this area. Administered by the Environmental Protection Agency and funded through the Diesel Emission Reduction Act (DERA), Port Houston has been awarded \$8.2 Million in DERA Grants to replace, retrofit, and repower high-emissions heavy-duty equipment. Additionally, 163 ocean-going vessels are now powered by cleaner fuels and five hybrid rubber-tired gantry cranes are now in operation.

Along with alternative entrance and exit points that improve the truck traffic flow, PHA has adopted the use of Optical Character Recognition (OCR) technology to improve transportation supply chain logistics that will reduce freight truck idle time and therefore harmful emissions. Other technology and operational improvements are planned for the near future and will benefit truck drivers, Port Houston, and the environment by reducing travel time, increasing efficiency, and reducing emissions.

**4. Idling-Reduction Technology**, John Thornton, CleanFuture, Inc.

John Thornton presented a technical case study, funded in part by the EPA, to reduce diesel engine idling, and harmful emissions, in Transport Refrigeration Units (TRU). As a rule, these vehicles must idle at least 60% of the time in order to maintain the proper temperature for food distribution and other freight that must be refrigerated from pickup to delivery. To reduce diesel engine idling, Electrified Parking Spaces (EPS) offers an idle-reduction technology with dual-system electrification. Transport for food distribution and refrigerated storage includes distribution centers for local delivery and at food manufacturing plants. Electrified Parking Infrastructure could be deployed at these locations to reduce refrigerated truck idling. The challenge is to educate TRU fleet owners on the benefits of EPS for long-term operating costs and Return on Investment (ROI).

Fleet analytics and ROI could provide the motivation and justification for investments in TRU idle-reduction technologies through education and outreach efforts, combined with the testimonials from fleet companies who have previously invested in the technology and are realizing the benefits. As a viable and available technology, EPS may benefit not only fleet owners by reducing operating costs but also help the environment by reducing harmful emissions.

**5. Mobility 2045 Update**, Kevin Feldt, NCTCOG

As time ran short, this item was not presented and will be included on the next RFAC agenda for April 24.

**6. General Discussion/Announcements**

There was no further discussion and the meeting was adjourned.

More information is available at [www.nctcog.org/rfac](http://www.nctcog.org/rfac).

Next meeting: April 24, 2018