

NEW YORK STATE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL JUSTICE INTERAGENCY TASKFORCE
DRAFT ACTION AGENDA

I. General Recommendations and Agency Actions

Recommendation 1: Provide for Increased Community Representation and Access to Decision Making Processes

Action Agenda

- NYSDOT will identify existing committees, working groups, and initiatives where the addition of an environmental justice representative would be beneficial. NYSDOT has included environmental justice representation on the Transportation Enhancement Advisory Council. The Department is also considering including an environmental justice representative on the New York State Bicycle and Pedestrian Advisory Council. NYSDOT will consider environmental justice representation on future committees as appropriate.
- NYSDOT is currently undertaking an initiative to review and improve upon the current public involvement practices for the Department’s planning and design efforts. The goal of the initiative is to ensure that all affected groups, including environmental justice communities, are recognized, consulted, and given the opportunity for meaningful input. As part of the initiative, “best practices” are being identified to promote statewide consistency and staff development and further the sharing of practices among the NYSDOT Regions.
- NYSDOT has established public information officers (PIOs) for each NYSDOT Region (11 total). The officers are available to answer questions and provide information about our projects. Contact information for each PIO is available on the NYSDOT website. The Department has also assigned public involvement coordinators (RPICS) in each Region. The Department’s goal in establishing RPICs is to enhance our public presence and to strengthen our ability to interact effectively with the public, including the ability to discuss the impact of public involvement on transportation-related decision-making.

Recommendation 2: Continue Collaboration with the Environmental Justice Community

Action Agenda

- NYSDOT will continue to maintain and update our database of community-based organizations, statewide local newspapers, local libraries, religious establishments, and other entities identified by the public. NYSDOT will continue to distribute public notices regularly via mail or electronic mail. The Department will also include environmental justice stakeholders on our mailing list for statewide planning rail materials.
- NYSDOT is also in the process of identifying and translating vital documents that contain information that is critical to obtain the Department’s services and/or benefits. These

documents will be posted on the internet. Outreach materials are also being translated where applicable.

- NYSDOT also consults and coordinates with Native American tribes who may be affected by our projects. The Department’s Environmental Viewer (a web-based GIS mapping application) maps Native American Reservations throughout New York State, which facilitates the identification of reservations within specific project areas.

Recommendation 3: Give priority to environmental justice communities in relevant RFP requirements, scoring systems for funding, assistance and training programs

Action Agenda

- NYSDOT released the GreenLITES program in September 2008, and will continue to pursue the program, monitor our progress, and update the rating system as needed.
- Background: To recognize transportation project designs that incorporate a high level of environmental sustainability, NYSDOT is implementing a project rating program, “GreenLITES (Leadership In Transportation and Environmental Sustainability).” Under the program, NYSDOT project designs will be evaluated for sustainable practices, and an appropriate certification level, based on the total credits received, will be assigned to the project. Points are awarded to designs for a wide variety of measures, such as promoting use of public transit, providing enhanced public outreach efforts, avoiding previously undeveloped lands, planting of native species, reducing existing impervious area, and providing new or extended sidewalks. The program will allow NYSDOT to measure our performance, recognize good practices, and improve where needed.
- NYSDOT anticipates that the program will benefit environmental justice communities by recognizing and increasing the awareness of sustainable methods and practices. Specifically, points will be awarded for providing project reports and community outreach materials in multiple languages, providing sound insulation for public schools, selecting site materials that reduce the overall “urban heat island” effect, and providing new intermodal connections. The “GreenLITES Scorecard” and other documentation are available at: <https://www.nysdot.gov/programs/greenlites>.

Recommendation 4: Prioritize Enforcement Actions and Pollution Reduction Programs and Resources in Environmental Justice Communities

Action Agenda

- NYSDOT will work to incorporate clean fuel (e.g., biodiesel, alternative fuels) and diesel retrofit requirements into construction contracts within air quality nonattainment areas, many of which encompass environmental justice areas. Note that this action may require substantial financial resources. However, the funding for NYSDOT construction contracts is typically shared between federal and state sources.

- NYSDOT is also currently pursuing the implementation of “green construction practices.” Under these practices, all new construction contracts in nonattainment/maintenance areas will require the use of ultra-low sulfur diesel fuel (ULSD) in construction equipment.
- NYSDOT will advocate for legislative language in the new federal transportation bill that recognizes the importance of energy-efficient transportation, such as public transit.

Recommendation 5: Diversify and Green the Workforce

Action Agenda

- NYSDOT is committed to diversification of our workforce and has recently initiated a pilot program in Monroe County in cooperation with the BOCES program there to expand training opportunities for equipment operator candidates. NYSDOT will continue to pursue this program and evaluate the potential to expand the program statewide.

II. Draft Specific Recommendations and Agency Actions

Decision making and Procedures

Stakeholder Recommendation

- Examine how each agency pursues environmental justice agendas.
- Expand agency knowledge of how their activities impact environmental justice communities and environmental justice concerns.
- Agencies should consider developing a training checklist or template to guide agency policy-makers through the decision-making process for policies that may impact environmental justice communities.

Action Agenda

- NYSDOT’s Environmental Procedures Manual (EPM) is the comprehensive source for the Department’s policy, procedure and technical guidance on environmental matters relating to the planning, design, construction and maintenance of transportation facilities. The EPM consists of several chapters dedicated to specific impact categories (i.e., air quality, noise, hazardous waste). However, the EPM does not contain a chapter dedicated to environmental justice. As such, NYSDOT proposes to develop an environmental justice chapter in the EPM. NYSDOT will work with NYSDEC in drafting the chapter.
- NYSDOT will develop environmental justice and limited-English proficiency training modules. Training will be offered to all NYSDOT Main Office program areas, all NYSDOT regional staff, all metropolitan planning organizations (MPOs), the Port Authority of New York and New Jersey, the New York City Department of Transportation (NYCDOT), and the New York City Department of Design and Construction (NYCDDC).

Air Toxins

Stakeholder Recommendation

- Create informational material about air toxics to distribute to communities with concerns. Develop informational material for public review that specifically addresses the six priority mobile source air toxics. Fact sheets should contain information about the levels of these pollutants in particular communities where transportation projects are proposed that could exacerbate pollutant levels.
- The state should provide technical assistance for communities where air quality is a problem. This would be particularly beneficial to communities dealing with multiple projects that typically have short public comment periods.
- Reduce current levels of air pollution in environmental justice communities and ensure that these communities not be overburdened by siting of new facilities or increased releases from existing sources (e.g., increased mobile sources). Require that all construction-related diesel equipment be subject to best-available technology standards.
- Require that all development project contractors adhere to anti-idling laws and build in penalties into their contract agreements for violations of idling law while on the project worksite. Strictly enforce anti-idling rules and provide alternatives to idling in truck engines. Mandate the designation of routes for construction equipment, construction-related vehicles, and trucks to access new projects or new facilities.

Action Agenda

- NYSDOT proposes to develop NYSDOT-specific mobile source air toxics guidance. In February 2006, the Federal Highway Administration (FHWA) issued interim guidance (“*Interim Guidance on Air Toxic Analysis in NEPA Documents*”) regarding the analysis of mobile source air toxics (MSATs) in documents subject to the National Environmental Policy Act (NEPA). NYSDOT has been using this guidance, which presents a national-level approach to analyzing MSATs, for our projects. However, guidance that addresses issues specific to New York State and provides more detailed analysis procedures is needed. The NYSDOT guidance will be based on the FHWA interim guidance and will be developed in coordination with FHWA, NYSDOH, and NYSDEC.
- The U.S. Environmental Protection Agency (EPA) has a webpage dedicated to mobile source air toxics: <http://www.epa.gov/OMS/toxics.htm#>. The webpage has an extensive amount of information, including fact sheets that could be accessed by communities and individuals with air toxics concerns.
- NYSDOT provides technical staff at our public information meetings and other public outreach events. We also encourage members of the public to contact us via telephone, electronic mail or postal mail with questions regarding our projects. The NYSDOT website www.nysdot.gov/projects provides the following contact information for every Department project: Name of Regional Public Information Officer for the specific project,

mailing address, phone number, and a link to send questions and comments via electronic mail.

- NYSDOT has also assigned public involvement coordinators in each Region. The Department’s goal in establishing these positions is to enhance our public presence and to strengthen our ability to interact effectively with the public. The responsibilities of the staff include, but are not limited to, the following: identifying stakeholders; developing public involvement plans; maintaining an awareness of community issues; and working with our Office of Civil Rights to coordinate public involvement efforts where limited-English proficiency (LEP) communities are impacted.
- NYSDOT has developed a Public Involvement Manual, which is used as a guide by Department staff in planning and conducting public outreach in project scoping and design development. The manual contains a separate appendix chapter (Chapter A4) on identifying and involving special needs stakeholders, including minority and low-income populations. The manual is available on the NYSDOT website at: www.nysdot.gov/portal/page/portal/divisions/engineering/design/dqab/dqab-repository/pdmapp2.pdf
- NYSDOT proposes to incorporate clean fuel (e.g., biodiesel, alternative fuels) and diesel retrofit requirements into construction contracts within air quality nonattainment areas, many of which encompass environmental justice areas. Air quality nonattainment areas are those areas that have been designated as not meeting one or more of the health-based National Ambient Air Quality Standards (NAAQS). Note that this action may require substantial financial resources. However, the funding for NYSDOT construction contracts is typically shared between federal and state sources.
- NYSDOT is also currently pursuing the implementation of “green construction practices.” Under these practices, all new construction contracts in nonattainment and maintenance areas will:
 - Require the use of ultra-low sulfur diesel fuel (ULSD) in construction equipment.
 - Include provisions banning the idling of diesel equipment for longer than three minutes, with certain exceptions.
 - Include provisions to protect air intakes for buildings and/or other facilities from the impacts of diesel exhaust fumes.
 - Include additional requirements for dust control.

It is anticipated that the “green construction practices” will benefit environmental justice communities, since many of these communities are located in nonattainment/maintenance areas. Note that NYSDOT project contractors must comply with all state regulations, including anti-idling laws. Contractors who do not abide by anti-idling laws are subject to work suspensions.

Air Quality Standards

Stakeholder Recommendation

- New York State Department of Transportation should be working with NYSDEC to achieve attainment of air quality standards as rapidly as possible to ensure that transportation-related projects do not worsen air quality situations in environmental justice communities.

Action Agenda

- NYSDOT has made substantial progress in the downstate region to adopt and implement strategies to reduce emissions from the transportation sector. Specifically, NYSDOT sponsors commuter services, the Clean Air NY program, and regional signal timing programs.
- NYSDOT consistently and strongly supports NYSDEC's emission reduction efforts in the State Implementation Plan (SIP), which is the State's plan for reducing air pollution in nonattainment areas. The U.S. Environmental Protection Agency (EPA) requires states to adopt SIPs for all nonattainment areas, and periodically to evaluate the effectiveness of the strategies prescribed in each SIP.
- NYSDOT has taken a leadership role in the interagency consultation process for transportation/air quality conformity in New York State. Through the transportation conformity process, NYSDOT ensures that transportation projects will not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS). NYSDOT has also encouraged metropolitan planning organizations (MPOs) to perform a "Build/No-Build" emissions reduction test in addition to the minimum emissions test required by the state and federal transportation conformity rules.

Noise Pollution

Stakeholder Recommendation

- Address noise pollution in environmental justice communities. There should be more enforcement of noise regulations in residential areas addressing noise from commercial vehicle use of loud air brakes, engines, and horns.

Action Agenda

- NYSDOT's procedures for conducting noise analyses are specified in the NYSDOT Environmental Procedures Manual (EPM), Chapter 3 (available on-line). It is anticipated that the proposed environmental justice chapter in the EPM (see response to recommendation #1) will discuss noise from NYSDOT projects in environmental justice communities.

Diesel Vehicles

Stakeholder Recommendation

- Require all public and private diesel vehicle fleets to be retrofitted with pollution reduction equipment (e.g., diesel catalyst).
- When diesel engines are rebuilt, consider requiring pollution control devices.

- Consider removal of buses and trucks at designated mileage threshold and mandatory pollution controls on older vehicles.
- The priority for retrofitting of diesel vehicles should occur for trucks traveling in or through environmental justice communities and vessels and boats navigating in waters adjacent to environmental justice communities.

Action Agenda

- To comply with the New York State Diesel Emissions Reduction Act (DERA), NYSDOT has developed a three-year plan to install retrofit equipment on the Department's fleet of pre-2007 model year on-road diesel vehicles (model year 2007+ vehicles are already equipped with the emissions-reducing technology). The fleet will be retrofitted at a rate of 1/3 of the fleet per year for three years. The engines to be retrofitted each year were specifically chosen to allow the Department to accomplish the mandate in the allotted amount of time (100% compliance by December 2010). DERA, which was made available for public comment, requires all state agencies and contractors performing work on behalf of state agencies to retrofit existing on-road diesel engine-powered vehicles with best available retrofit technology. NYSDEC is responsible for establishing rules for implementation of the law and final enforcement of the law.
- NYSDOT has also initiated a study to assess the effects of retrofit equipment on a wider array of diesel equipment in the state. The results of the study should provide the Department with the information needed to expand the retrofit program, based on available funding.
- As previously stated, NYSDOT proposes to incorporate clean fuel and diesel retrofit requirements into construction contracts within air quality nonattainment areas. This effort would result in the retrofit of private vehicle fleets.

Mass Transit Planning and Programs

Stakeholder Recommendation

- Promote rideshare programs and mass transit alternatives. Create incentives to promote these efforts. Develop public service announcements promoting behavioral changes that lead to a reduction in air quality impacts (such as mass transit or ride sharing, reducing appliance use during peak electrical demand periods). Transportation systems must enable communities to access employment that is not in the business core of an urban area.
 - Transportation planning needs to address the needs of poor rural populations.
 - Increase collaboration between local planning agencies and their local communities. Require that local transportation planning agencies ensure that new investments and changes in transit facilities, services, maintenance, and vehicle replacement deliver equitable levels of service and benefits to minority and low-income populations.

- Build mass transit incentives into the federal transportation bill.

Action Agenda

- NYSDOT has proposed the Upstate NY Commuter and Traveler Assistance Program to the Governor's Office and will continue to pursue the effort. In Upstate NY, NYSDOT recognizes that rising gas prices, longer commutes, generally lower per capita incomes, aging populations, and no or limited transit options are adversely affecting the population in New York's urban, suburban, and rural counties. The situation is compounded by a general lack of coordinated commuter assistance programs and regional rideshare matching services. To address this problem, NYSDOT is proposing to seed fund an Upstate NY Commuter and Traveler Assistance Program. NYSDOT would continue to work with metropolitan planning organizations (MPOs) in enhancing existing rideshare programs and work with rural communities in developing a new program. The overall program would consist of three components:
 1. Commuter assistance services
 2. Online rideshare matching services
 3. Mobility management (human service mobility managers)
- 511 New York will be a free, one-stop, all-encompassing phone and web service offering information on transportation services and conditions throughout New York State. Dynamic information on traffic and weather conditions will be provided, along with a transit trip planner with information on schedules, routes, fares, and park and ride lots; carpool, vanpool and rideshare referrals; bicycling information and more. The traffic information will include congestion, incidents, traffic camera images, travel speeds and times, work zones and special, planned events. The system will provide a critical single-point information source during transportation emergencies. The service is being developed through the leadership of NYSDOT and will be operated 24 hours a day, seven days a week. A complementary web link between this program and Clean Air NY will also be established. The purpose of the 511 New York service is to enable travelers to make informed choices about their trips, and improve mobility, reliability, and safety while reducing the impact of transportation on the environment. NYSDOT will continue to pursue this service.
- Clean Air NY is a network of individuals, employers, employees, and community organizations in the New York metro area committed to the idea that every person can help clean our air. NYSDOT sponsors Clean Air NY in support of region-wide air quality efforts. The program stresses that everyday choices, such as combining trips, using public transit, ridesharing, and reducing the use of air conditioning, can make a difference in improving air quality. NYSDOT also issues Air Quality Action Days as part of the Clean Air NY program. Air Quality Action Days are days when air quality is predicted to be in the unhealthy range for sensitive groups. On these days, NYSDOT especially encourages individuals to limit driving and use transit. The "Clean Air NY message" is spread through press releases, outreach materials, public service announcements, advertisements on buses (in English and Spanish), and information booths at downstate events. For more

information, individuals may visit the Clean Air NY website: www.cleanairny.org. NYSDOT will continue to promote this effort.

- NYSDOT also sponsors several programs that provide free downstate commuter services to individuals and employers, such as Long Island Transportation Management, MetroPool (Westchester, Rockland, Orange, Putnam, Dutchess, and Ulster Counties), and CommuterLink (New York City). NYSDOT plans to continue to sponsor these programs.
- The Department has a documented process (“Documentation of Procedures for Consultation with Public Officials in Rural Areas- revised 2006”) for consulting with non-metropolitan public officials with responsibility for transportation, providing them an opportunity for their participation in the statewide transportation process. This is distinct from the public involvement process. These procedures address consultation with public officials who represent the needs of all rural populations, not just the poor.
- In rural areas (non-MPO areas), the Department usually works on transportation planning and programming efforts with the county and the county Transportation Advisory Committee (TAC). The TAC actively seeks input from the towns, villages, and small cities in the rural areas. One of the transportation issues in rural areas is public transportation, specifically transportation to medical facilities for senior citizens.
- In addition, for every transportation project, NYSDOT staff develops a public involvement plan that identifies stakeholders located within the project boundaries. The stakeholders are not specifically identified as rural poor or as minorities, but the list is intended to be all inclusive. The Department actively seeks their input in public outreach efforts during the planning and design of the project. As previously stated, NYSDOT has developed a Public Involvement Manual, which is used as a guide by Department staff in planning and conducting public outreach in project scoping and design development. The manual contains a separate appendix chapter (Chapter A4) on identifying and involving special needs stakeholders, including minority and low-income populations. The manual is available on the NYSDOT website at: www.nysdot.gov/portal/page/portal/divisions/engineering/design/dqab/dqab-repository/pdmapp2.pdf
- The 13 metropolitan planning organizations (MPOs) in New York State are the transportation planning partners of NYSDOT for urbanized areas, such as NYMTC for the New York metropolitan area and GBNRTC for the Buffalo-Niagara region. The MPOs have policy committees with decision-making authority and are comprised of local elected officials, transit partners and other transportation agencies. The MPOs work closely with the communities in their planning area, providing technical assistance and public outreach in their planning and programming activities.
- As recipients of federal funds, the MPOs are required to consider environmental justice principles through its planning and decision-making processes, pursuant Federal Executive Order 12898. In response, the MPOs have developed processes to assess the impacts of the transportation planning process, the long-term transportation plans, and the

transportation improvement programs on the target populations. This analysis has included the identification of environmental justice populations in their study areas, and utilizing GIS tools to illustrate environmental justice populations in relation to location of transportation projects. The MPO web site is: www.nysmpos.org.

- New York State has the highest transit usage in the country. Governor Paterson considers the Transportation Bill a high priority, and transit is an important component of the transportation legislation.
- New York State will continue to lobby for additional federal funds for transit to expand routes and add frequency to existing routes. Expansion of services is New York's approach to incentivizing transit, not through the reduction of fares.
- In addition, NYSDOT will advocate for legislative language in the new transportation bill that recognizes the importance of energy-efficient transportation, such as public transit.

Alternative Transportation

Stakeholder Recommendation

- Transportation planning should use the concept of “complete streets” that are designed or improved to include trees, bike and pedestrian paths, and other environmental criteria.

Action Agenda

- NYSDOT has a variety of programs and initiatives intended to ensure that the planning and design of its transportation projects meet community needs and environmental considerations. One of those initiatives is to apply a “Collaborative Task Force/Aesthetic Task Force” approach to the planning and design of our projects. When a transportation project is recognized as having a significant impact on a community, the Department seeks input from the community and in some cases will create a task force. The task force members include community groups (including environmental justice representation if an environmental justice community were to be impacted), local officials and NYSDOT. The goal of a task force is to promote discussion and provide input/feedback regarding features that could be incorporated into the final design of the proposed improvements. The task forces are developed on a project-by-project basis and are considered a “best practice” for community involvement.
- The Department employs a Context Sensitive Solutions (CSS) approach to our design efforts to ensure that our transportation solutions are designed in harmony with the community needs. CSS strives to balance environmental, scenic, aesthetic, cultural, and natural resources with community and transportation service needs. Context Sensitive projects recognize community goals and are designed, built, and maintained to be sustainable while minimizing disruption to the community and the environment.
- NYSDOT's Smart Growth Program seeks to enrich the State's many communities by investing in transportation improvements that promote sustainable economic growth and contribute to their overall quality of life. These objectives are pursued through a statewide

program integrating land use and transportation planning, including the provision of training, educational materials, and hands-on planning assistance. The Smart Growth Program recognizes that appropriate transportation solutions cannot be limited to categories, such as “Main Streets,” if they are to meet the diverse transportation needs and characteristics of the State’s many communities. Consequently, the program stresses collaboration among local and regional planning agencies to ensure that their development plans allow for more broadly sensitive and effective transportation solutions, including Transportation Efficient Development in suburban and rural communities.

- Finally, NYSDOT works closely with its planning partners, the 13 metropolitan planning organizations (MPOs) in New York State. The MPOs are very proactive in their involvement with local communities by providing technical assistance and participating in planning studies that promote sustainable development.

Rail, Roads, Ports and Shipping

Stakeholder Recommendation

- Encourage freight movement to urban areas by rail and barge rather than truck.
- Major roadway expansion projects should include the impacts of existing facilities and mobile source contributions to air quality (e.g., widening of the Major Deegan Expressway). All major traffic generating projects should undergo an EIS that specifically evaluates the air impacts of mobile source pollution generated by the project.
- Provide funds earmarked for retrofitting vehicles with emission control devices.
- Transportation planning should include provisions for providing affordable housing for residents displaced by construction of rail lines and highways.
- Require that local transportation planning agencies develop a policy encouraging vendors to use alternative fuel vehicles for deliveries.

Action Agenda

- NYSDOT will continue to support rail and port investments in New York State that provide public benefits, including enhanced commercial productivity, reduced traffic congestion, energy savings, and air quality improvement in excess of their costs.
- Pursuant to the National Environmental Policy Act (NEPA) and State Environmental Quality Review Act (SEQR), NYSDOT currently conducts air quality analyses for our projects. NYSDOT’s procedures for conducting transportation-related air quality analyses are specified in the NYSDOT Environmental Procedures Manual (EPM), Chapters 1.1 and 1.2 (available on-line). As discussed in the EPM, air quality analyses for transportation projects consider the impacts of existing facilities and nearby sources. Mesoscale (or regional) analyses include all of the roadways that are affected by a project, even those roadways that would not undergo direct construction. Microscale (or localized) analyses

for targeted pollutants consider the impacts of nearby sources by adding background concentrations to the concentrations generated by the project.

- Funds are available for retrofitting diesel vehicles under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The objective of the CMAQ program is to fund transportation projects and programs in nonattainment and maintenance areas that will contribute to attainment and maintenance of the National Ambient Air Quality Standards (NAAQS). Municipalities may apply for funding. Private or non-profit entities may also apply for funds as part of a public/private partnership. The applicable NYSDOT regional office and/or metropolitan planning organization (MPO) have the authority to approve the CMAQ applications. The FHWA final guidance regarding the CMAQ Program is available at: <http://edocket.access.gpo.gov/2008/pdf/E8-24704.pdf>.
- The U.S. Environmental Protection Agency (EPA) also offers funding for diesel retrofits (e.g., Clean School Bus USA, National Clean Diesel Campaign).
- The DOT Office of Real Estate acquires property in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). The Department establishes just compensation, makes offers, acquires property, and provides relocation benefits without regard to an owner's or tenant's ethnicity or income status. When relocating persons with low incomes, the policy of the Department is to provide supplemental benefits.
- In addition, it is the Department's policy to provide decent, safe, and sanitary housing to all persons being relocated regardless of race, color, religion, sex or national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968.
- Both the NYS Transportation Master Plan for 2030 and the NYS Rail Plan reflect a broad understanding that environmental and energy considerations must be fully integrated with sound transportation planning and investment strategies. Some of these strategies specifically address the use of alternative fuels. For example, the State has initiated new technology-based programs to improve fuel efficiency such as the expansion of EZPass, increasing reliance on alternative fuel vehicles, and providing truck access to electricity outlets at truck stops. At the local level, comparable efforts are taking place to use alternative fuels with the bus fleets.

Non-Purview Stakeholder Recommendation

Stakeholder Recommendation

- An agreement should be made between US and all foreign countries that would require shipping vessels from other countries to comply with US emission reduction strategies if they desire to participate in US commerce.
- Fines levied on harbor pollution should be set aside for funding alternative clean energy sources for fueling vessels. Additionally, some of this money should be earmarked for providing affordable devices to small and medium size businesses engaged in harbor

transport. The goal of the program would be to increase the number of vessels and boats retrofitted with emission control strategies. This program could be extended to foreign vessels on the condition that the retrofit takes place in US and US certification and emission inspection is conducted.

- Outdated vessels and boats that cannot be retrofitted should be removed from service and recycled for other uses.
- Evaluate shipping and receiving transportation and other harbor activities in environmental justice communities and develop strategies for reducing truck traffic in these areas. In particular, the increase in harbor traffic along the North Shore of Staten Island and corresponding increase in truck traffic should be evaluated and emission impacts should be reduced. All harbor traffic, regardless of vessel size, should be regulated. To reduce emissions from idling diesel engines, energy alternatives should be identified for docked boats.

Action Agenda

- These comments involve actions that are typically outside of NYSDOT's authority. The Port Authority of New York and New Jersey is responsible for harbor and shipping activities. NYSDOT will work with the Port Authority on issues related to truck traffic.

Stakeholder Recommendation

- Require that local transportation planning agencies develop an off-site truck receiving facility for transportation of goods and supplies. Require that local transportation planning agencies manage and time deliveries and truck traffic to avoid congested times and sensitive sites like schools, playgrounds, and busy pedestrian streets.

Action Agenda

- For clarification purposes, the MPOs do not invest in capital projects such as off-site trucking facilities nor do they manage the operations of trucking companies; rather they assist transportation operators through planning studies.