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JEFFRIES.HOUSE.GOV

March 27, 2024

Mr. Michael S. Regan  
Administrator  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue N.W.  
Washington, DC 20004

Dear Mr. Regan,

Today, I write in support for the FREIGHT-30 initiative, titled "Facing Regional Environmental challenges by Implementing Green and Healthy Transportation by 2030," submitted by the New York City Department of Transportation (NYC DOT) for consideration in the EPA CPRG-I Program. This initiative seeks funding to implement transformative measures aimed at decarbonizing freight transportation, thereby significantly reducing greenhouse gas (GHG) emissions and mitigating other forms of pollution, while prioritizing the well-being of federally designated Disadvantaged Communities.

New York City handles over 265 million tons of cargo annually, with trucks accounting for nearly 90% of goods delivery, surpassing the national average of 70%. Consequently, these trucks contribute to 10% of the city's transportation related GHG emissions. Furthermore, 52% of NYC's census tracts are identified as Disadvantaged Communities, experiencing heightened levels of air pollution and associated health challenges according to the Climate and Economic Justice Screening Tool (CEJST). Recognizing the urgency of addressing these issues, NYC is committed to decarbonizing its freight network in line with its pledge to facilitate an equitable energy transition.

The proposed project outlines four cost-effective initiatives aimed at equitably reducing freight GHG emissions. The first initiative seeks to expand and amplify NYC DOT's successful commercial cargo bike incentive program to facilitate the transition of local truck deliveries to cleaner and more efficient technologies. The second initiative entails establishing a network of small-scale delivery hubs, referred to as "microhubs," to facilitate the transfer of goods from larger freight vehicles to smaller, low-emission electric vehicles or human-powered modes for efficient last-mile delivery. The third initiative, in collaboration with the NYC Economic Development Corporation (EDC), entails modernizing marine infrastructure and integrating shore power to expand the "blue highways" network with minimal impact on adjacent communities. Finally, strategic placement of new truck electrification and parking facilities, including electric charging depots accessible to various companies, near Industrial Business Zones and existing freight hubs will support the transition to electric trucks in the New York City metropolitan region.

These initiatives collectively offer replicable and scalable solutions for the freight sector, leveraging existing programs to maximize GHG reductions by 2030 while prioritizing investment in NYC's Disadvantaged Communities. NYC DOT is committed to collaborating with the Port Authority of

New York and New Jersey to extend these initiatives across agencies and further develop green freight programs within the New York-Newark-Jersey City Metropolitan Statistical Area.

As the Representative for the 8th Congressional District, I strongly encourage full and fair consideration for the FREIGHT-30 initiative and its objective of implementing green and healthy transportation solutions by 2030. This project underscores a steadfast commitment to sustainability and environmental justice, fostering cleaner, healthier, and more equitable communities. Thank you for your attention to this important matter. Should you have any inquiries, please do not hesitate to contact my office at (718).237.2211.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hakeem Jeffries', with a long, sweeping horizontal line extending to the right.

HAKEEM JEFFRIES  
Member of Congress